

1946
Box 1



MINISTRY OF TRANSPORT

SUMMARY TABLE OF STATISTICAL RETURNS

OF

RAILWAYS

OF

GREAT BRITAIN

1945

LONDON: HIS MAJESTY'S STATIONERY OFFICE

1946

FOURPENCE NET



RAILWAYS OF GREAT BRITAIN
(including the Railways of the London Passenger Transport Board).

Year 1945

The appended Tables represent an addendum to the Summary Tables of Statistical Returns for the years 1938 to 1944 inclusive issued by the Ministry of War Transport and published by H.M. Stationery Office in March of this year.

The figures now given for the year 1945 are on a comparable basis with those previously published for the years 1938 to 1944, and complete the record of the more important statistical information relating to the operations of the Railways during the period of the war: figures for the years 1938, 1943 and 1944 are included for convenience of comparison.

REGINALD HILL,
Deputy Secretary,
Ministry of Transport,
July, 1946.

Prefatory Notes

These summary tables follow generally those published on pages 20 to 25 of the Railway Returns issued by the Ministry of Transport in July, 1939, with certain variations consequent upon the altered conditions during the war period. Owing to the suspension of the usual Ministry of Transport statistics in 1939, the details for the years 1943 to 1945 are to some extent estimated; where the wartime statistics are not on a basis strictly comparable with those of the year 1938, the latter have been adjusted as necessary.

Separate tables are given for the London Passenger Transport Board covering the working of the Board's Railway and Road Vehicle passenger traffic.

The following explanatory notes indicate the procedure which has been adopted in the preparation of the Summary Tables:—

Item 1. *Mileage of Lines open for Traffic*.—The 1943-1945 figures represent the actual mileage in respect of the Main Line Companies together with the mileage of minor lines estimated on the basis of the 1938 returns.

The publication of separate figures for the Railway Companies and the London Passenger Transport Board results in the duplication of certain mileage in respect of:—

(a) lines owned by the Board, but leased to or worked by undertakings included in the main summary table, and

(b) lines owned by undertakings included in the main summary table but leased to and worked by the Board.

Item 2. *Locomotives*.—The figures include estimates in respect of minor lines, and appropriate adjustment has been made in respect of locomotives loaned to and by the Railway Companies, the War Department, Ministry of Supply, etc., in order to arrive at the totals of "operating stock". The total number of locomotives under or awaiting repair as at 31st December each year is also given, representing locomotives which are undergoing heavy or light repairs.

Item 3. *Rail Motor Vehicles*.—A small number of electric and other passenger carrying vehicles is operated on the minor lines, and an estimated figure has been included to arrive at the statistics for Great Britain as a whole.

Item 4. *Coaching Vehicles*.—Figures for the war years show the number of vehicles loaned to and by the Companies and the operating stock figures have been adjusted accordingly; statistics of the number of Coaching vehicles under or awaiting repair as at 31st December each year are also shown (see comment under Item 2).

Item 5. *Merchandise and Mineral Vehicles owned*.—As from the year 1939 large numbers of 12-ton wagons were up-plated to 13-tons, and a new heading relating to the tonnage capacity is now given separately for each of the years 1943 to 1945. Information is incorporated in respect of wagons on loan to the War Department, etc., for these years, and statistics showing the number of wagons under or awaiting repair as at 31st December each year are shown (see comment under Item 2); the large increase in the number of wagons under or awaiting repair during the war years is due to the intensive use of the wagons, the increased average age, and the shortage of skilled labour and materials.

Item 6. *Tonnage Capacity of Wagons*.—The 1943-1945 figures for the Main Line Companies are actual, and estimates for the minor lines have been added.

Item 7. *Containers*.—Statistics have been included in respect of the number of containers, showing also tonnage capacity.

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Item 8. *Service Rolling Stock*.—The figures have been compiled on the basis of Statistical Return II.E of the usual annual Railway Accounts and Returns (excluding locomotives), and include ballast wagons, ballast brake vans, coal, ash and sand wagons, timber trucks, travelling cranes, &c.

Items 9 and 9A. *Requisitioned Private Owners' Wagons*.—The majority of the privately owned wagon stock of Great Britain was requisitioned in September 1939, and a special computation of the numbers of wagons at the varying tonnage capacities for each year since 1938 has been made by the Railway Clearing House. Estimated figures of the total tonnage capacities have also been included.

Item 10. *Non-requisitioned Private Owners' Wagons*.—The statistics have been prepared from Railway Clearing House records which have been maintained during the war period.

Item 11. *Miscellaneous Property—Road Vehicles*.—The figures represent the information scheduled to be prepared by the Companies in Statistical Return III of the usual Annual Railway Accounts and Returns.

Items 12-13. *Horses for Road Vehicles and Horses for Shunting*.—The Main Line Companies' figures have been given, together with estimates for the minor lines for the years 1943-1945.

Item 15. *Docks, Harbours and Wharves*.—This item represents the Main Line Companies' figures for each year, with an estimate in respect of the three minor railways as shown in the 1938 Railway Returns.

Item 16. *Maintenance of Way and Works*.—The figures for the Main Line Companies have been compiled on the basis of Statistical Return X of the usual Annual Railway Accounts and Returns, estimates being included in respect of minor lines subsequent to the year 1938. The large reductions in the quantities of materials used and miles of track renewed during the war give a broad reflex of the arrears of track maintenance brought about by the shortage of labour and materials.

Item 17. *Engine Mileage*.—The Main Line Companies' figures have been prepared in the form required by the usual Annual Statistical Return XII—"C", miles run by the Companies' engines—for the years 1943 to 1945, an estimate for minor lines being based on pre-war experience.

Item 18. *Passenger Traffic—Number of Passengers Originating*.—The Statistics as to "Descriptions of travel" i.e., Full Fare tickets, Monthly Return tickets, Excursion tickets, etc., were not published in the Annual Returns for 1938, and the figures have been taken generally from the monthly published statistics of that year. Details for the years 1943 to 1945 inclusive have been prepared by the Main Line Companies, and estimates in respect of minor lines have been incorporated. (The pre-war figures for September 1938/August 1939 have been adopted for the year 1939).

The large variations in Full Fare and Monthly Return, Excursion, etc., journeys are principally due to fluctuating war-time conditions; the heavy increase in journeys under the head of "Other Descriptions" of Passenger Traffic reflects the substantial growth in travel by the Forces at reduced rates. The receipts are to some extent affected by the increases in fares and charges in 1939 and 1940.

Item 19. *Estimated Passenger Miles*.—The approximate passenger miles shown refer to the Main Line Companies only and are based on broad estimates, the average distances per journey for ordinary and workmen's traffic, for season ticket traffic, and in total, being ascertained by dividing the passenger miles under these headings by the corresponding numbers of passenger journeys.

Item 20. *Freight Traffic Tonnage*.—The figures appearing in the Annual Returns for 1938 have been increased by the addition of the tonnage for livestock. The Main Line Companies' figures for the years 1943 to 1945 inclusive have been increased by an estimate to cover minor lines. The receipts are to some extent affected by the increases in rates and charges in 1939 and 1940.

Item 21. *Estimated Net Ton Miles*.—These are as worked by the Main Line Companies and include live stock and free-hauled traffic. The 1938 figures covered the traffic originating or passing over the railways, the loaded wagon miles used in the compilation being multiplied by the average load of forwarded and received wagons. With the suspension of the Ministry of Transport statistics in 1939, net ton miles were not compiled, but for the years 1943 to 1945 estimates have been compiled by a shortened method.

The average receipt per ton mile for the years 1943, 1944 and 1945 is to some extent affected by the inclusion of free-hauled net ton miles, which were excluded in arriving at the 1938 computation under this head. (Separate free-hauled net ton miles are not available for the years 1943 to 1945).

Item 22. *Average Wagon load at Starting Point*.—The figures for the years 1943 to 1945 relate to the Main Line Companies only; the inclusion of details for the minor Railways would not materially affect the results, and the 1938 Great Britain figures have accordingly been adopted, for purposes of comparison, without adjustment.

Item 23. *Engine Hours "In Traffic"*.—Annual figures for the war years are as compiled by the Main Line Companies, the corresponding statistics for the minor lines being estimated.

Item 24. *Train Miles per Hour*.—The details shown for the war years are as compiled by the Main Line Companies; as the exclusion of minor lines from the calculations would not materially affect the results, the 1938 Great Britain figures have been adopted for purposes of comparison, without adjustment.

Item 26. *Number of Wagons forwarded Loaded.*—The figures for the years 1943 to 1945 are as prepared by the Freight Rolling Stock Control Committee of the Railway Executive Committee.

Item 27. *Coal Consumption.*—Separate Passenger and Freight coal consumption figures are not available for the war years, and a combined figure has been prepared by the Main Line Companies for the years 1943 to 1945. The increased consumption per Engine Mile during the war years is due to a number of factors incidental to war-time conditions, some of the more important being the reduced coaching mileage and hours, with increased freight mileage and hours (see Items 17 and 23); substitution of poorer quality coals, and retention in service of locomotives which have exceeded their normal life.

Item 28. *Electrical Working.*—As in the case of the Railway Returns for 1938, figures for the London Passenger Transport Board have been included.

London Passenger Transport Board.

Summary tables of statistics of the London Passenger Transport Board's operations, giving particulars in respect of the working of their railway and road services, are shown in a separate statement.

The figures for railway mileage shown in these tables duplicate certain mileage of lines included in item 1 of the main summary tables. Where applicable, figures for the Joint Lines in which the Board are part-owners have, to the extent of the Board's ownership proportion, been included in the Board's figures.

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**Summary Table of Statistical Returns of Railways
of Great Britain.**

Excluding London Passenger Transport Board (except Item No. 28) and Manchester Ship Canal Company.

YEARS 1938 AND 1943 TO 1945 INCLUSIVE.

(The Statistics for the year 1938 are generally as published on pages 20 to 24 of the Railway Returns issued by the Ministry of Transport in July, 1939; the figures for the years 1943 to 1945 are to some extent estimated.)

Particulars.	Unit.	1938.	1943.	1944.	1945.
1. Mileage of Lines:					
Length open for traffic:					
Length of Road—First Track	Miles	20,007	19,890	19,880	19,863
Total Miles of Running Lines (reduced to Single Track)	"	36,740	36,614	36,602	36,579
Sidings (reduced to Single Track)	"	15,617	15,596	15,576	15,563
Total of Single Track, inc. Sidings	"	58,357	58,210	58,178	58,142
2. Locomotives:					
Steam Locomotives:					
Steam Tender Locomotives:					
4 coupled driving wheels	No.	2,330	2,069	2,067	1,968
5 " " "	"	7,872	8,079	8,163	8,245
8 or 9 coupled driving wheels	"	4,778	5,017	5,159	5,240
Total	"	11,880	12,165	12,349	12,433
Steam Tank Locomotives:					
4 coupled driving wheels	No.	8,886	7,785	7,694	7,661
5 " " "	"	5,664	5,746	5,740	5,754
8 " " "	"	276	291	293	292
Total	"	7,766	7,765	7,727	7,707
Steam Locomotives, Grand Total	"	29,646	29,930	29,976	29,140
Steam Locomotives—Empty Weight	Tons	981,122	1,012,113	1,024,043	1,031,951
Average per Locomotive	"	49' 94	50' 78	51' 01	51' 24
Electric Locomotives	No.	13	15	18	20
Petrol, Oil and Gas Electric Locomotives	"	43	50	43	48
All Locomotives:					
Total owned	"	19,705	20,005	20,137	20,208
Loans (Net + or -)	"	43	+ 598	+ 35	+ 83
Operating Stock	"	19,659	20,593	20,177	20,291
Under or awaiting repair at end of year	"	1,190	1,290	1,457	1,563
Available	"	18,469	19,303	18,915	18,728
Locomotives, etc., used exclusively for Departmental purposes	"	60	54	54	54
3. Rail Motor Vehicles:					
Electric—Passenger-Carrying	No. Seats	1,986	2,301	2,225	2,231
Other than Electric—Passenger-Carrying	No. Seats	133,255	146,142	146,927	137,941
Electric—Non-Passenger-Carrying	No. Seats	6,079	6,141	5,877	4,199
Total	No. Seats	143,220	148,243	148,022	140,172
4. Coaching Vehicles:					
Passenger Carriages:					
Steam Stock, excluding Sleeping Cars	No. Seats	38,867	36,812	36,332	36,163
Electric Stock	No. Seats	2,324,781	2,184,611	2,139,423	2,127,901
Sleeping Cars	No. Seats	3,133	2,199	2,188	2,214
Total Passenger—Carrying Vehicles, including Rail Motors	No. Seats or Berths	158,445	165,845	164,914	169,514
Loans	"	26	370	369	359
Operating Stock	"	7,406	7,358	7,346	7,346
Under or awaiting repair	"				
Available	No. Seats or Berths	143,402	147,731	141,218	141,058
Other Coaching Vehicles	No. Seats	2,560,866	2,489,066	2,453,826	2,426,651
Loans	"				
Operating Stock	"	— 67	— 68	— 67	— 67
Under or awaiting repair	"	43,492	41,114	40,354	40,387
Available	"	40,793	38,404	37,393	36,625
Other Coaching Vehicles	No. Seats	18,321	16,280	16,296	16,274
Loans	"	— 166	— 251	— 173	— 173
Operating Stock	"	18,321	16,214	16,045	16,101
Under or awaiting repair	"	926	997	1,045	1,086
Available	"	17,395	15,217	14,782	14,615
5. Merchandise and Mineral Vehicles owned:					
Ordinary Wagons:					
Under 10 tons	No.	3,438	3,338	3,096	2,681
10 tons and under 10 tons	"	36,443	27,734	25,985	22,063
10 " 12 tons	"	14,404	13,564	12,905	11,570
12 " 15 tons	"	357,330	357,330	362,665	341,700
Over 15 tons and under 20 tons	"	213,603	238,078	233,123	223,123
20 tons and over	"	18,812	16,708	15,888	14,854
Total	"	594,396	599,508	613,160	551,569
Special Wagons	"	24,952	16,438	16,652	16,472
Cattle Trucks	"	16,154	14,136	13,700	12,083
Rail and Timber Trucks	"	25,151	28,447	28,042	27,103
Brake Vans	"	13,805	15,212	15,220	14,865
Total	"	663,489	683,561	686,747	677,692
Loans	"	— 145	— 131	— 96	— 96
Operating Stock	"	663,489	683,416	686,616	677,796
Under or awaiting repair	"	18,300	29,114	49,502	58,540
Available	"	644,789	654,302	657,215	609,256

* Largely consists of Narrow Gauge Railways.

† Subsequent to 1935 large numbers of 12-ton wagons were up-graded to 13-tons.

‡ Excludes wagons hired by G.W.R. under a redemption-bore scheme (see Item 9).

Particulars.	Unit.	1938.	1943.	1944.	1945.
6. Tonnage Capacity of Wagons owned (approximate) (excluding Brake Vans):—					
Total	Tons	7,807,629	8,388,934	8,484,252	8,427,729
Average per wagon	"	12.01	12.55	12.63	12.73
7. Containers:—					
Number	No.	15,511	17,524	18,375	18,684
Tonnage Capacity	Tons	51,514	59,081	62,120	63,590
Average per container	"	3.32	3.37	3.38	3.40
8. Service Rolling Stock (excluding Service Locos.)	No.	37,701	37,340	37,549	36,466
9. Requisitioned Private Owners' Wagons:—					
8 tons	No.	—	23,100	22,905	21,839
10	"	26,201	26,392	26,418	26,418
12 & 13 tons	"	—	27,523	27,343	27,303
14 & 16	"	—	2,125	4,302	5,409
15 tons	"	—	3,725	3,725	3,774
+20 tons and over	"	—	14,226	15,671	15,796
Total	"	58,066	58,201	58,104	58,104
Under or awaiting repair	"	28,176	30,462	35,746	35,746
Available	"	—	553,890	545,829	549,446
9a. Tonnage Capacity of Requisitioned Wagons (approx.):—					
Total	Tons	—	6,627,458	6,689,603	6,696,962
Average per wagon	"	—	11.39	11.43	11.44
10. Non-requisitioned Private Owners' Wagons	No.	—	26,905	26,381	26,046
11. Miscellaneous Property:—					
Road Vehicles—					
Parcels and Goods:—					
Motor	No.	10,485	11,100	11,077	11,174
Horse Wagons & Carrs	"	24,053	23,893	23,733	23,311
Miscellaneous	"	4,945	6,518	6,851	6,978
Passenger—					
Motors	"	—	171	—	—
Horse-drawn vehicles	"	—	—	177	181
Total	"	40,497	43,692	43,640	43,644
12. Horses for Road Vehicles	No.	11,216	9,352	8,889	8,628
13. Horses for Shunting	"	344	241	245	264
14. Canals	No.	34	34	34	34
Length	Miles	992	984	984	980
15. Docks, Harbours and Wharves:—					
(Length of Quay)	Feet	508,584	507,594	507,434	507,434
16. Maintenance of Way and Works:—					
<i>Quantities of Materials Used:—</i>					
Ballast	Cu. yds.	1,750,545	1,218,806	1,515,432	1,502,124
Rails	Tons	231,518	159,013	156,169	170,590
Sleepers	No.	4,495,552	2,860,375	2,838,370	3,199,972
<i>Miles Maintained:—</i>					
Total Running Lines reduced to Single					
Track	Miles	36,558	36,378	36,361	36,341
Slides	"	14,590	14,516	14,488	14,471
<i>Miles of Track Renewed</i>	"	1,485	1,008	969	1,122
17. Engine Mileage:—					
Train—Coaching	Miles (thousands)	287,371	204,198	202,052	215,790
" Freight	"	133,571	156,086	155,041	142,466
Total	"	420,042	360,284	357,093	358,259
Shunting—Coaching	"	17,118	15,388	15,615	15,556
" Freight	"	94,624	111,376	111,438	103,908
Total	"	111,742	126,764	127,053	119,464
" Other" Miles (Assisting, Light and Departmental)	"	52,948	61,724	63,414	60,952
Grand Total (excluding Service Departmental)	"	585,632	548,772	547,500	538,075
Grand Total (including Service Departmental)	"	586,108	549,283	548,071	539,137
18. Passenger Traffic:—					
<i>Number of Passengers Originating:—</i>					
Full Fares	Journeys (Journeys)	77,798	109,806	110,663	110,068
Milk by Return, Excursion, etc ...	"	40,510	37,845	37,644	39,831
Workmen	"	244,352	332,557	307,430	276,018
Other Descriptions	"	53,590	227,449	230,528	255,881
Total	"	850,150	1,036,669	1,039,105	1,025,652
Season Tickets (on basis of 600 journeys per annum).	"	387,092	207,075	306,234	316,142
Grand Total	"	1,237,242	1,433,644	1,445,339	1,371,794
<i>Average Receipt per Passenger Journey:—</i>					
(Main Line Companies)	s. d.				
Ordinary	s. d.	1 6.47	3 6.20	3 7.16	3 8.70
Workmen	d.	3 1.02	4 1.02	4 1.02	5 1.22
Season Tickets	d.	5.19	5.15	5.15	5.12
Total	s. d.	11.38	12.05	12.18	12.30
Per Train Mile	"	5 2	14 9	15 10	16 0

* Excludes 5,150 Wagons (Year 1938) and 975 Wagons (Year 1943) on hire from G.W.R. under a redemption-hire scheme.

† All passenger travel (including Service travel) except Workmen and Season Ticket.

Particulars.	Unit.	1938.	1943.	1944.	1945.
19. Estimated Passenger Miles :- (Main Line Companies):					
Ordinary	No. (millions)	12,550*	25,613	25,531	28,827
Workmen	"	1,737*	3,015	2,792	3,148
Season Tickets	"	4,706*	3,445	3,730	3,973
Total	"	18,993*	32,073	32,052	35,448
<i>Average Receipt per Journey :-</i> (Main Line Companies):					
Ordinary	Miles	21.92*	38.89	37.48	39.38
Workmen	"	7.21*	9.46	9.50	9.59
Season Tickets	"	12.45*	12.37	12.37	12.34
Total	"	15.94*	25.49	25.12	26.85
20. Freight Traffic Tonnage (excluding Free-hauled traffic) :- Merchandise (Classes 7-21) & Livestock	Tons (thousands)	45,595	81,985	87,436	73,519
Minerals and Merchandise (Classes 1-6)	"	47,580	62,129	54,664	49,702
Coal Class	"	17,977	15,744	15,603	14,513
Total	"	265,748	300,585	292,563	266,444
<i>Average Receipt per ton :-</i> (Main Line Companies):					
Merchandise (Classes 7-21) & Livestock	s. d.	18. 2	28. 7	29. 1	28. 4
Minerals and Merchandise (Classes 1-6)	"	5. 3	7.11	7. 7	7. 6
Coal Class	"	3.11	6. 7	6.10	6.10
Total	"	6. 7	12. 9	13. 6	12. 9
Per Train Mile	"	13. 2	23.20	24. 8	23. 3
21. Net Ton Miles Estimated (including Free-hauled traffic) :- (Main Line Companies):					
Merchandise (Classes 7-21) and Livestock	Ton Miles (millions)	4,980	9,659	10,275	8,850
Minerals and Merchandise (Classes 1-6)	"	3,182	5,356	4,909	4,603
Coal Class	"	8,104	9,343	9,667	8,570
Total	"	16,266	24,358	24,444	22,023
Per Train Hour (including Assisting and Light)	Ton Miles	945.84	952.36	933.80	951.32
Per Shunting Hour	"	859.97	1,090.45	1,097.79	1,063.42
Per Total Engine Hour	"	450.43	509.67	504.59	502.13
Per Train Mile (Train Load in Tons) ...	Tons	122.90	156.30	157.69	155.00
Per Loaded Wagon Mile (Wagon Load in Tons) ...	"				
Merchandise (Classes 7-21) and Livestock ...	"	2.81	3.81	3.95	3.80
Minerals and Merchandise (Classes 1-6)	"	9.77	10.03	10.02	10.05
Coal Class	"	9.76	9.53	9.53	9.59
Total	"	5.55	6.01	6.02	5.98
Per Ton conveyed (Average length of haul) ...	Miles	107.49	122.45	112.16	114.92
Merchandise (Classes 7-21) and Livestock ...	"	63.49	79.93	83.44	80.13
Minerals and Merchandise (Classes 1-6)	"	45.21	55.97	57.75	58.11
Total	"	59.00	76.16	78.64	77.33
<i>Average Receipt per Ton Mile :-</i>	d.				
Merchandise (Classes 7-21) and Livestock	"	1.939	2.771	2.820	2.695
Minerals and Merchandise (Classes 1-6)	"	0.906	1.666	0.983	1.021
Coal Class	"	0.978	1.306	1.306	1.306
Total	"	1.258	1.835	1.878	1.806
22. Average Wagon Load at Starting Point :- (Main Line Companies):					
Merchandise (Classes 7-21) and Livestock	Tons	2.97	4.18	4.27	4.11
Minerals and Merchandise (Classes 1-6)	"	9.87	10.49	10.49	10.53
Coal Class	"	10.37	10.34	10.38	10.43
Total All Freight	"	7.28	7.47	7.41	7.44
23. Engine Hours "In Traffic" :-					
<i>Coaching :</i>	Hours (thousands)				
Train Hours	"	19,055	15,077	14,099	15,568
Shunting Hours	"	3,421	3,075	3,122	3,109
"Other" Hours (excluding Departmental) ...	"	1,735	1,683	1,738	1,772
Total	"	24,211	29,835	29,858	30,448
<i>Freight :</i>					
Train Hours	"	14,598	21,345	21,785	19,167
Shunting Hours	"	16,920	22,458	22,373	20,769
"Other" Hours (excluding Departmental) ...	"	6,619	4,108	4,176	4,064
Total	"	36,137	47,921	48,476	44,000
<i>Departmental ...</i>	"	2,526	2,669	2,725	2,704
Grand Total (excluding Service Departmental) ...	"	68,874	70,475	71,059	67,152
Grand Total (including Service Departmental) ...	"	69,959	70,519	71,163	67,346
24. Train Miles per Hour :- (Main Line Companies):					
<i>Coaching :</i>	Miles				
Per Train Hour	"	15.08	13.54	13.48	13.86
Per Engine Hour	"	11.87	10.28	10.16	10.54
<i>Freight :</i>					
Per Train Hour	"	9.75	7.32	7.14	7.44
Per Engine Hour	"	3.70	3.20	3.20	3.24

* September, 1938 to August 1939 inclusive.

† All passenger travel (including Service travel) except Workmen and Season Ticket.

‡ Subsequent to the year 1938 the receipts include Wagon Hire on heavy mineral and coal class traffic conveyed in private owners' wagons under requisition.

Particulars.	Unit.	1938.	1943.	1944.	1945.
25. Wagon Miles:—					
Loaded	No. (millions)	3,003	4,052	4,064	3,683
Empty	"	1,492	1,392	1,427	1,457
Total Loaded and Empty	"	4,495	5,444	5,491	4,940
Percentage Loaded	%	66.80	74.44	74.00	74.56
per Engine Hour:					
Train (including Assisting and Light)	Wagon miles	261.10	212.85	209.76	213.40
Shunting	"	237.61	245.05	246.60	238.55
Total Engine Hour	"	124.40	113.91	113.35	112.64
per Train Mile (Number of wagons per train):					
Loaded	Wagons	22.49	26.00	26.21	23.92
Empty	"	11.18	8.93	9.21	8.85
Total Train Mile	"	33.67	34.93	35.42	34.77
26. Number of Wagons Forwarded Loaded:—	No. (thousands)				
Merchandise and Other Minerals	"	—	29,303	28,722	26,101
Livestock	"	—	34	313	335
Coal	"	—	15,116	14,225	14,025
Total	"	—	45,068	43,762	40,511
27. Coal Consumption:—					
Steam, Traction, Working—Coaching and Freight combined	Lbs.	52.50	62.67	64.35	64.32

Summary Table of Statistical Returns relating to the Electrical Working of the Railways of Great Britain (including the Railways of the London Passenger Transport Board).

YEARS 1938 AND 1943 TO 1945 INCLUSIVE.

Particulars.	Unit.	1938.	1943.	1944.	1945.
28. Electrical Working:—					
Total Single Track, including Sidings	Miles	2,458	2,696	2,697	2,697
Train Miles:	Miles (thousands)				
Passenger Trains	"	79,878	62,727	62,311	63,706
Freight Trains	"	3	45	53	92
Total number of low tension units of electricity used	L.T. Units (thousands)	1,279,464	1,052,119	1,080,121	1,147,567

Summary Table of Statistics of London Passenger Transport Board (including the Board's ownership proportion of the statistics relating to Joint Line Railways).

YEARS 1938 AND 1943 TO 1945 INCLUSIVE.

Particulars.	Unit.	1938.	1943.	1944.	1945.
Mileage of Routes:—					
Board's Railways open for traffic	Route Miles	183	187	187	187
Run over by Board's Trains	"	209	210	210	210
Run over by Board's Buses & Coaches	"	2,454	2,666	2,669	2,572
Run over by Board's Trams	"	155	102	102	102
Run over by Board's Trolleybuses	"	274	255	255	255
Mileage of Lines:—					
Total Single Track, including sidings, open for traffic:	Miles	514	526	526	520
Railways	"	386	213	213	213
Trams	"	128	313	313	213
Passenger Vehicles:—					
Railways	No.	1,563	2,011	2,011	1,996
Electric stock	"	1,857	1,713	1,714	1,646
Motor vehicles	"	74	71	71	71
Carriages	"	—	—	—	—
Steam stock	"	—	—	—	—
Trolleys	"	—	—	—	—
Carriages	"	—	—	—	—
Total	"	3,493	3,795	3,796	3,713
Buses and Coaches	"	6,358	6,045	6,074	6,606
Trams	"	1,519	1,654	1,049	1,000
Trolleybuses	"	1,200	1,762	1,743	1,747
Other Vehicles:—					
Railways	"	550	511	509	509
Road (including from 1943 onwards, Buses and Coaches used temporarily as Ambulances)	"	502	932	934	759
Service Miles run by the Board's Vehicles	Thousands	31,248	25,672	25,236	25,341
Railway Train Miles	"	—	—	—	—
Railways	"	171,254	162,660	159,074	161,965
Buses	"	258,379	186,491	193,571	206,772
Coaches	"	27,768	—	—	—
Trams	"	65,573	29,606	27,902	28,311
Trolleybuses	"	45,208	65,365	65,368	66,178
Total	"	568,785	445,122	446,415	453,146

Particulars.	Unit.	1938.	1943.	1944.	1945.
Passenger Journeys Originating:—					
Railways:	Thousands				
Workmen ...	"	387,437	355,540	370,886	422,864
Season Tickets ...	"	83,514	72,960	73,400	71,559
Total ...	"	81,002	60,860	64,213	67,028
Buses ...	"	497,733	489,369	488,392	561,451
Coaches ...	"	21,177	1,090,424	1,896,347	2,089,974
Trams ...	"	23,860	603,803	260,023	239,600
Trolleybuses ...	"	471,305	752,304	716,688	764,892
Grand Total ...	"	3,772,374	3,463,220	3,560,067	3,076,496
Estimated Passenger Miles:—					
Railways	Thousands	* 2,297,062	2,493,920	2,540,316	2,701,663
Buses ...	"	* 6,054,200	4,430,853	4,252,212	4,744,637
Coaches ...	"	* 5,250			
Trams ...	"	* 922,603	581,094	522,222	558,722
Trolleybuses ...	"	* 1,198,083	1,804,570	1,693,016	1,811,313
Total ...	"	* 8,759,526	9,302,853	9,067,766	9,095,633
Average Distance per Passenger Journey:—					
Journey ...	Miles				
Railways	"	* 4.705	5.006	4.997	4.972
Buses ...	"	* 1.832	2.455	2.245	2.270
Coaches ...	"	7.200	—	—	—
Trams ...	"	* 7.888	2.831	2.180	2.145
Trolleybuses ...	"	* 2.003	2.398	2.362	2.368
Total ...	"	* 2.302	2.686	2.680	2.694
Average Receipt per Originating Passenger Journey ...					
	d.	2.908	2.589	2.557	2.579

* September, 1938 to August, 1939, inclusive.

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